

# Evening Bulletin

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## THE Evening Bulletin

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**B. L. FINNEY, Manager.**

## RESTORED TO HEALTH

BY THE USE OF

### Ayer's Sarsaparilla

Mrs. M. A. Cumming, of Yarraville, Victoria, Australia, says:

"About a year ago, I had a severe attack of influenza, which left me very weak, without energy, appetite, or interest in life. Obtaining little or no relief from doctors, or from the many remedies recommended to me, I finally tried Ayer's Sarsaparilla, and from that time, I began to gain health and strength."



I continued the treatment until fully recovered, and now have very great pleasure in telling my friends of the merits of Ayer's Sarsaparilla, and the happy results of its use. I consider it the best blood-purifier known."

### Ayer's Sarsaparilla

Has cured others, will cure you.

Made by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

Hollister Drug Co., Ltd.

Sole Agents for the Republic of Hawaii.

## Something Interesting!

### Imports of Champagne Into the United States,

FROM JAN. 1ST TO JUNE 1ST, 1895.

|                                      | Cases. |
|--------------------------------------|--------|
| G H Mumm & Co.'s extra dry.....      | 30,831 |
| Pommery & Greno.....                 | 11,798 |
| Moet & Chandon.....                  | 9,608  |
| Heidsieck & Co., (dry Monopole)..... | 7,501  |
| Louis Roederer.....                  | 3,438  |
| Ruinart.....                         | 3,136  |
| Perrier Jouet.....                   | 3,286  |
| Irroy & Co.....                      | 1,785  |
| Vve. Clicquot.....                   | 2,378  |
| Bouche Sec.....                      | 992    |
| Delbeck & Co.....                    | 728    |
| St. Marcoux.....                     | 334    |
| Krug & Co.....                       | 270    |
| Chas. Heidsieck.....                 | 355    |
| Various.....                         | 5,419  |
| Total.....                           | 81,859 |

COMPILED FROM CUSTOM HOUSE RECORDS.

**Macfarlane & Co.,**

Sole Agents for G. H. Mumm & Co. for the Hawaiian Islands.

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## THE POWERFUL INDIANA.

### THE GREATEST OF MODERN BATTLESHIPS.

Comparison of the Two Latest and Greatest War Vessels of England and America.

On October 16th the battleship Indiana, the latest and most powerful addition to the navy of the United States, was given a preliminary run over the official course near Boston harbor and so successful was the trial that when the boat reached the upper end of the course Edwin S. Cramp decided that it was unnecessary to speed her back again.

The Indiana got under way at 8:30 a. m. from Boston light and started down the bay to Cape Ann. At 8:50 the ship was going ahead at full speed, and when about seven miles from the starting-line the forced draught was turned on. The course was from Cape Ann to Boone Island, a distance of thirty-one knots, and was marked by six can buoys at an equal distance apart of 6.2 knots. The average speed for the run up was 15.31.

Although the Cramps expected to do 15 knots easily with the boat, they were more than pleased with the showing she made on the run. The tide was running against her rather fast, and cut off probably three-quarters of a knot. The engines ran as smoothly as if they had been working for months, and not the slightest heating of any of the crossheads or journals was observed.

The run of the Indiana from Philadelphia to Boston in the nasty head seas she met, and the run under high pressure, vindicated the title of American naval constructors and American shipwrights as the best in the world. Foreign critics have declared that the Indiana would be topheavy, and that she would roll herself to death in any sort of sea. Never was prophecy more absolutely refuted. The Indiana, with the heaviest weight of armor and guns above water of any ship in the world, rides the seas like a yacht.

In a recent issue of the San Francisco Call there appears a very interesting comparison of the Indiana with the new first class battleship Magnificent of the British navy which was launched at Chatham dockyard on the 19th of December last. Since that time the experts on ship-building of all countries have devoted a good deal of time in commenting upon and criticizing the new vessel. They have almost without exception used the French ship Sardegnia and the American battleship Indiana as their standard of comparison, though some have used the battleships Re Umberto of Italy and the Royal Sovereign of Great Britain.

Even the English contractors who have spoken of the Magnificent have agreed that the enthusiastic English constructor who stated that the Magnificent was the most powerful vessel afloat was wrong, and almost without exception they point to the Indiana as one superior to the Magnificent. The Indiana will be worthy of the title that the Englishmen bestowed on the Magnificent—that is, "the most powerful vessel afloat."

As a matter of fact, a comparison of the respective merits of the Magnificent and the Indiana appears unjust to the latter, for the Indiana was designed and constructed for President Harrison's administration; and the appropriation for the Magnificent was not made by Parliament until 1893,

and so the latter has every reason to be, and is, more modern than her American rival.

Leaving aside, however, the improvements of the last few years for comfort of officers and men and the little details of mechanism, and viewing the Indiana and Magnificent purely as engines of war, the Indiana is, in the opinion of ship-builders, the better vessel of the two.

The principal dimensions of the Magnificent are: Length between perpendiculars, 390 feet; length over all, 420 feet. Her extreme breadth is 75 feet; the vessel's mean draught is 27½ feet. The displacement is 14,900 tons. In the matter of engines, the British ship has triple expansion engines, which, with their twin screws, are supposed to develop a speed under natural draught of sixteen and a half knots and under a forced draught from seventeen and a quarter to seventeen and a half knots. Her coal-carrying capacity is 18,000 tons.

Armor and battery are the things upon which the claim of superiority are based, and they are certainly better than any ship ever before built in foreign shipyards. It is in the matter of the armor and battery, however, that the designers of the Indiana have been most particular, and they say that the Indiana is far superior to her English rival.

The Magnificent mounts four 22-inch breech-loading rifles, twelve 6-inch rapid fire, sixteen 12-pounder rapid fire and twelve 3-pound rapid-fire guns, or forty-four guns in all. Out of this battery the Magnificent can fire eight guns either ahead or astern, and with these eight guns she can throw 1650 pounds of metal.

Here the Indiana's superiority is demonstrated. Her battery consists of four 13-inch breech-



The U. S. S. INDIANA, greatest of modern battleships. (Reproduced from San Francisco Call.)

loading rifles, eight 8-inch breech-loading rifles, four 6-inch, twenty 6-pounder rapid-fire guns, making in all thirty-six guns, or eight less than the Magnificent. With these, however, she can throw 4984 pounds of metal either ahead or astern, which is 3325 pounds more than the English battleship can throw.

In the matter of firing abeam the Indiana's superiority is demonstrated by the fact that with twenty-four guns the Magnificent throws but 3575 pounds; the American ship, with four guns less, throws 5660 pounds, or 2085 pounds more than the Englishman's pride.

It requires three minutes under battle conditions to fire one round from a twelve or thirteen inch gun and the ships would be just equal on this point, but in three minutes the American could throw 5376 pounds either ahead or astern and the English ship could only throw 4494 pounds.

Firing abeam as fast as possible with all available guns, the Indiana could throw 12,559 pounds, while the Magnificent's score would be but 8440 pounds.

As regards armor, the thickest portion of the Magnificent is fourteen inches and the Indiana has eighteen inches of Harveyized steel at her thickest part. The steel used in both navies is practically the same, and, if there is any preference, it must rest with the American product, for the Harvey nickeling process is an American

invention and has been longer in use on this side of the water.

With all of the Magnificent's forty-four guns trained seaward and fired simultaneously she would throw a weight of metal the total of which would be 4295 pounds, while the Indiana under like conditions would throw 6920 pounds, or 2625 pounds more than the English ship.

Some constructors regard it as very remarkable that the Indiana, which has 4679 tons less displacement than the Magnificent, should have an equal coal-carrying capacity and a heavier battery and yet make the same speed. But this is due to the lightness of the machinery.

### Funeral of J. I. Dowsett.

A large number of friends and acquaintances of the late James I. Dowsett attended his funeral services yesterday at the family home at Kapalama, Rev. Alex. Mackintosh officiating. The pallbearers were: H. M. Whitney, Jr., J. Hay Wodehouse, Jr., John de Fries, Clarence Macfarlane, Geo. Smithies, Harry Armitage, H. A. Campbell and C. A. Brown. The interment took place in Nuanu cemetery.

### Hawaiian Architecture.

John Plummer of Sydney, a contributor to many papers, supplies the London Architect and Contractor Reporter of September 6 with an illustrated article on "Hawaiian Architecture." It contains half-tone pictures, from photographs by J. J. Williams, of the Princess Ruth's residence (now High School), Iolani Palace (Executive building), veranda in the latter, the "new Government building" (new Judiciary building) and the Queen's Hospital.

## LATEST FOREIGN NEWS.

### RUSSIA DENIES HAVING MADE TREATY WITH CHINA.

**Bloodshed and Violence Continue in Turkey—Japan Evacuating the Liautong Peninsula.**

By the steamer Monowai, that arrived last night from the Colonies, there is a few days later news than the bark S. C. Allen brought. A summary is given below.

### The War Scare.

It is officially denied in St. Petersburg that Russia has entered into a treaty with China. The Novoe Vremya thinks that Great Britain is seeking a pretext to declare war with Russia.

The Emperor of China has decorated the leading members of the Russian Foreign Office.

London papers continue to agitate against either open or disguised occupation of Port Arthur by Russia. The Pall Mall Gazette says that the treaty means the ruin of British trade and loss of all the money invested in China, as well as alien domination in the Pacific, and the presence of Russian men-of-war off Vancouver and Sydney. It urges that Great Britain should immediately occupy Port Hamilton, off the coast of Corea.

Le Temps, which denies that the report of the treaty is premature, says Russia ought to be allowed the fruits of her diplomacy. It says Russia is not likely to neglect the chance of squeezing China. Other French papers concur in the views of Le Temps.



The U. S. S. INDIANA, greatest of modern battleships. (Reproduced from San Francisco Call.)

A report is current at Shanghai that five Russian warships are inside of Port Arthur and nine outside.

### Aftermath of the War.

The Japanese are evacuating the Liautong peninsula. China was to pay the extra indemnity for this evacuation on Nov. 8.

Formosa has been entirely subdued by Japan, all hostilities having ceased.

### Bloodshed in Turkey.

Nine hundred people are said to have been massacred in Trebizond.

Armenians and Turks have been fighting three days at Marash. At the capital of Pishalie 2000 rioters assaulted the gendarmerie. The Armenians have murdered the Commander of Bourgeois.

The Armenians at Bitlis were attacked by Mohamedans while at prayers, and in the conflict many were killed on either side. An outbreak has occurred at Moosh.

Mr. Gladstone in a letter declares that God has given the Sultan of Turkey as a curse to mankind, and he hopes that God in his mercy will speedily end him.

Fourteen members of the Sultan's household died in one day. They were suspected of treason.

Moslems have burned a village near Ismid, killing everybody. The European, British and American embassies have warned the Sultan against a recurrence of outrages.

### Various Items.

The Ashantee king made no response to the British ultimatum, but prepared for war instead. Sir F. C. Scott, commandant of the Gold Coast, will conduct an expedition against the refractory monarch.

France has a new Ministry, headed by M. Bourgeois. The former Ministry was defeated in opposing an inquiry into the Southern railway scandal.

It is reported at New York that the Cubans have inflicted a crushing defeat on the Spaniards, killing eight hundred of them. In anticipation of recognition of the insurgents by the United States and South American republics, Spain is arming six trans-Atlantic steamers.

In the new treaty with Madagascar, France repudiates all previous treaties with the natives.

France has annexed Huahine and Polabola islands in the Society group.

The United States Treasury has stopped the coinage of silver dollars.

In the South Australian Assembly Mr. Solomon carried a proposal in the Territory Mining Bill to prohibit Chinese from obtaining mining leases in the Northern Territory, whereupon the Premier succeeded in adding an amendment that they should be precluded from working on any goldfield or mining claim.

Portugal has refused an offer made by Great Britain to dispatch Indian troops to Goa to assist in quelling the revolt there, pending the arrival of Portuguese reinforcements.

Princess Maud of Wales is betrothed to Crown Prince Charles of Denmark.

The Legislative Council of South Australia has rejected the treaty with New Zealand.

A negro was burned alive in the presence of thousands, at Tyler, Texas, to revenge the outrage and murder of a woman.

Herr Pfund, editor of the Vorwarts newspaper, has been sentenced to six months' imprisonment on a charge of lese majeste in ridiculing the Emperor's remarks at the Sedan ceremonies.

### Against Alien Elements.

Both the Herald and the Telegraph of Sydney strongly oppose the proposed Northern Australian Chartered Company. It is supposed to be the intention of the company that establish crown colonies in the northern part of the continent, to be worked by Indian or Polynesian labor. The Herald says that if the scheme is seriously pressed, and there are many conditions in its favor, the realization will rudely disturb the dream of many of the colonies. It will, it says, be idle to talk about the exclusion of aliens, or to attempt to legislate against their ingress, and the whole conditions of national life will be altered. A point of significance lies in the fact of a serious attempt being made to adopt the proposal. The only means of opposing it is by petitioning the Imperial Government to do for us what in the present conditions of separation the colonies have no possible means of doing for themselves.

The Daily Telegraph says the creation of such a vested interest is a serious matter, and likely to imperil the destiny of the colonies opposed to the federation of Australia. It states that it requires no gift of prophecy to foretell that if such a company once got the right to flood our shores with inferior races it would keep out any federation which aimed at excluding them, and involve the introduction of a system of government utterly foreign to Australia. It concludes by saying, "It is a mild statement of the case that the proposal is a distinct menace to the dearest interests of all the Australian colonies, and should be met with an immediate and united protest."